

30 SEPTEMBER 2000



Safety

**PARKING OF EXPLOSIVES LOADED
AIRCRAFT/TRUCKS****COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

NOTICE: This publication is available digitally on the AFDPO/PP WWW site at:
<http://afpubs.hq.af.mil>.

OPR: 22 ARW/SEW (Mr Nudd)
Supersedes MAFBI 91-205, 20 March 1998

Certified by: 22 ARW/SE (Lt Col Nelson)
Pages: 7
Distribution: F

This instruction outlines the procedures and assigns the responsibilities ensuring positive actions exist to reduce the hazards to personnel and resources during the parking and loading/unloading of explosives loaded aircraft. It implements AFMAN 91-201, *Explosives Safety Standards*. This instruction applies to 22d Air Refueling Wing (CPM, SE, PA), 22d Operations Group (OSA, OSAA), and 22d Security Forces (SFOL).

1. References.

- 1.1. AFMAN 91-201, *Explosives Safety Standards*
- 1.2. 184 BWI 24-201, Receipt, Shipment, Identification, and Inspection of Conventional Ammunition and Explosives
- 1.3. Department of Defense (DoD) Standard 6055-9, Department of Defense Ammunition and Explosives Safety Standards.

2. Definitions.

- 2.1. Aircraft Explosives Cargo Parking Area. Any area, commonly called a hot cargo pad, specifically designated for parking aircraft loaded with transportation-configured explosives cargo, or those being loaded, unloaded, or awaiting loading. McConnell AFB aircraft explosives cargo parking area is designated as Delta-1 through Delta-4, and Delta-5, Echo-1 through Echo-5, Able-1 through Able-21, Baker-1 through Baker-6, and Baker-18 through Baker-24.
- 2.2. Combat Aircraft Parking Area. Any area specifically designated for parking aircraft loaded with combat configured explosives, or those being loaded, unloaded or awaiting loading. McConnell AFB combat aircraft parking area is designated as Baker-7 through Baker-17.
- 2.3. Quantity-Distance. The quantity of explosive material and distance separation relationships that provide defined types of protection. These relationships are based on the level of risk considered

acceptable for each stipulated exposure and are tabulated in the Q-D tables of AFMAN 91-201. Separation distances are not absolute safe distances but are relative protective or safe distances.

3. Explosives Cargo Operations. [Attachment 2](#) and [Attachment 3](#) contains a matrix for explosives cargo operations on the hot cargo pad. It indicates actions that must be taken to meet current explosives safety standards and minimize the collateral damage in the event of an explosive mishap.

4. Responsibilities.

4.1. Any agency aware of inbound aircraft carrying hot cargo shall immediately notify airfield management and the wing weapons safety office.

4.2. Airfield Management, upon notification of an inbound HC/D 1.1 or 1.2.X. explosives loaded aircraft, will choose a suitable parking spot that is capable of handling the explosive cargo and ensure the actions of [Attachment 2](#) are enforced. Airfield management will also ensure that all aircraft are appropriately placarded for the hazard present. 22 ARW/SEW will be notified if the status of hot cargo is questionable as to the classification.

4.3. On non-duty days for the Kansas Air National Guard, the 22d Security Forces law enforcement desk, upon notification of an explosive loaded cargo truck arriving at McConnell AFB, will escort the truck to Delta 5 or the bomb build pad and ensure the truck is appropriately placarded for the hazard present. Notification to airfield management will be made to ensure the actions of [Attachment 3](#) are enforced.

4.4. Airfield Management will make proper notification to the fire department and security forces to ensure awareness of explosives locations on the flightline.

4.5. 22 ARW/SEW will conduct observations of the areas being used for hot cargo operations to ensure compliance.

4.6. Logistics detailing responsibilities between the wings is outlined in 184 Bomb Wing Instruction 24-201.

5. When Delta-5 is utilized for the clearing of hung ordnance the eastern taxiway will be restricted from use by all aircraft.

ERIC G. NELSON, Lt, Col, USAF
Chief of Safety

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFMAN 91-201, *Explosives Safety Standards*

184 BWI 24-201, *Receipt, Shipment, Identification, and Inspection of Conventional Ammunition and Explosives*

Attachment 2

CARGO AIRCRAFT PARKING MATRIX

	Hazard- Class/ Division	Exposed Eastern Taxi-way	Eastern Runway
HCP D-5	1.1	Military A/C only	No Restrictions
	1.2.1 Any MCE	Military A/C only	No Restrictions

Actions to be taken when hot cargo pad is utilized by an explosives loaded truck.

Attachment 3**CARGO TRUCK PARKING MATRIX**

	Hazard-Class / Division	Exposed East- ern Taxi-way	Eastern Runway
HCP D-5	1.1	Closed	Military A/C Only
	1.2.1 Any MCE	Closed	Military A/C Only

If the Hazard Class/Division of the items arriving are lower than those listed above then no restrictions apply.

Attachment 4

EXPLOSIVES STORAGE AUTHORIZATIONS
MCCONNELL AFB FLIGHTLINE EXPLOSIVES STORAGE AUTHORIZATIONS

Location	HC/D	Quantity
A1-A21	1.3	3,000 lbs
	1.4	Physical Capacity
B1-B6	1.3	3,000 lbs
	1.4	Physical Capacity
B7-B17 (Comat Aircraft)	1.1	16,388
	1.3	300
	1.4	Physical Capacity
B18-B24	1.3	3,000 lbs
	1.4	30,000 lbs
D1-D4	1.3	3,000 lbs
	1.4	Physical Capacity
E1-E5	1.3	3,000 lbs
	1.4	Physical Capacity
D5	1.1	30,000 lbs
	1.2.1 MCE \geq 100	30,000 lbs
	1.2.1 MCE <100	30,000 lbs
	1.2.2	30,000 lbs
	1.2.3	30,000 lbs
	1.3	Physical Capacity
	1.4	Physical Capacity

Any hazard class/division preceded with a number in parentheses indicates that a fragment hazard is associated with this munitions and a greater minimum distance has been established. Example (08) means 800' minimum inhabited building distance.